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Yourd of 0. 670.

Profile of Dechs.

(As. built)

EMPIRE DAWN'd's Register Foundation W1169 - 6996

DIMENSIONS:- RULE LENGTH 420-9/2 × BREADTH MLD. 56-2/2 DEPTH MLD. 29-0 TO UPPER DK. ARRANGEMENT OF BULKHEAD IN HATCHWAY ON 92 FRAME SCALE : 18 ONE FOOT. CLASS:- LLOYDS 100 Al. WITH FREEBOARD. SCANTLINGS SUITABLE FOR A DRAFT OF 18" IN EXCESS OF THAT CONTEMPLATED BY THE RULES FOR A COMPLETE SUPERSTRUCTURE VESSEL AS DESIRED BY MINISTRY OF SHIPPING. STRINGER FORESIDE NEW BRITISH STANDARD SECTION E HATCH END BEAMS TO BE SUBMITTED. Nº 81 THEEN DK WT BULKHEAD BRACKETS TOP & BTM 12/2" x 12/2 x 34" 3. 34" RIYS E.W. STRINGER FORWARD. Nº 63 THEEN DK. HT. BULKHEAD STIFFENERS 5.3. 30 04 SPACED 30 APART BRACKETS TOP & BTM 15" . 15" . 34" 3 34" RIVS E.W. STIFFERERS 5.3. 30 0 A SPACED 30 APART ELEAR OF HATCHWAY. BRACKETS TOP : BTM 12/2 . 12/2 . 34 3 . 4 RIVS EN. BRACKETS TOP : BTM 121/2" + 121/2" + 34", 3-34" RINS. E.W. BRACKETS WELDED TO SECOND DECK. DEPER DECK SHEER 5 O AT AF \$ STIFFRS 3/2 x 3/2 . . 32 SEACHO DK SHEER 4 6 A SECOND DECK SHEER 23 AT A.P Note: No Lightening Holes in Intercostal Plates For TWO FRAME SPACES ON EACH SIDE OF BULKHEADS CENTRE GIRDER TO BE REASONABLY PLATING 30 TO 34 (FLOOR PLATE 50 CARRIED UP 3 0 ABOVE TANK TOP) WATERTIGHT FROM 39 TO 130 FRAMES STIFFENERS 12 . 3/2 . 45 BA SPACED 24 APART STIFFRS. 124- 3/2 x 50 BA. SPACED 28 APART BKTD. OUTSIDE LINE OF INTL. GIRDER UPPER DECK BEAMS 8" . 3% . 35 BA KNEES 24" 17" . 46" 5- 8 RIVETS (EXCEPT WHERE MARKED THUS V FOR WHICH SEE PLAN OF PILLARS & GIRDERS.) SECOND DECK. 316 · 22 0 316 · 22 0 41 E BNO BELOW 34 | E BOLK BELOW 34 | E BOLK BELOW 34 | STATE BELOW 35 35+15 € | NASHPVATE BELOW 33 51 € BHO BELOW 33 51 € BHO BELOW 33 51 € BHO BELOW BEAMS 9: 3/2: 47 BA

BEAMS 9: 3/2: 48 BA

BEAMS 9: ONE ROW PILLARS ON & 542, 200, 51, 52 C75 1,673,678 (71.5) Wm. Doxford of Som, Ital.
Yourd do. 670.

Midshif Section.

(As. built).

SUNDERLAND RPT. NO. 33085.

"EMPIRE DAWN"



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## MIDSHIP SECTION

RULE LENGTH 420-92 BREADTH M= 56-2/2 DEPTH M= 29-0

CLASS:- LLOYDS 100A.I. "WITH FREEBOARD" SCANTLINGS FOR

A DRAFT OF 18 IN EXCESS OF THAT CONTEMPLATED BY THE RULES

FOR A COMPLETE SUPERSTRUCTURE VESSEL

SEALE: /2 - ONE FOOT

UPPER DECK PLATING ABREAST 22-0 OPENINGS -67 WITHIN LINE OF OPENINGS -40 ENOS 36

FORE A AFT BOUNDARY BARS WINDLASS BED TO BE EXTENDED BEYOND THE BED TO TAKE THE

OWNER'S EXTRAS

CONTINUOUS GUSSET PLATE TO BE FITTED AT MARGIN PLATE IN Nº 1 HOLD

3. Broad Liners to take one row of RIVETS EACH SIDE OF BULKHEAD FRAME TO BE

Doubling Plate extending to Brans & Fore & AFTERS TO BE FITTED TO DECK

4. DECK PLATING UNDER STEERING ENGINE & WINDLASS TO BE NOT LESS THAN . 50"

6 AT LEAST TWO OF THE WINCH GIRDER FOUNDATION BARS TO BE CONTINUOUS HATCH TO

AFTER PEAK BULKHEADS & IN THE CASE OF THE BULKHEAD BETWEEN Nº 1 42 HOLDS.

SUPPORT FOR WINDLASS ADDITIONAL TO NORMAL PILLARING. IO. ExPOSED FRONTS & ENOS OF DECKHOUSES TO HAVE BRACKETS ON STIFFENERS TO DECK.

RUDGER HEAD TO BE INCREASED TO PER CENT IN DIAMETER, & OTHER RUDGER SCANTLINGS

DEPTH FOR SCANTLINGS D 29.0+8.0 = 37.0 #

- 15569

39221

39642

40078

TANK DIVISION FLOOR PLATES INCREASED :08

3 BOWER ANCHORS STOCKLESS COLLECTIVE WEIGHT 194/20075 RULE. 2 FITTED PER

225 FATHOMS 2 16 CABLE RULE LTH OF CABLE = 270 FMS REDUCTION OF 45 FMS AS DESIRED BY MINISTRY OF SHIPPING.

L×D 420.79 × 37.0

L(B+D) 420 .79 (56.21 + 37.0)

DERTH 25.35

1 (B,D): 420.79 (56.21.38.0)

ENGINE CASINGS 57.5 x 7.5 x .50

OFFICERS HOUSE 30.75 x 7.5 x .50

CAPTAINS HOUSE 28-0 × 7-5 × -50

1 STREAM ANCHOR EX. STOCK

Equipment (LETTER at)

90 . . 5 6/12 SW.R. STREAM LINE

120 . 4 1/4 1/24 " TOWLINE

2090 . 234 1/2 HAWSERS.

NOTE: ALL CHANNELS & BULB ANGLES TO

NEW BRITISH STANDARD SECTIONS

20 90 - . 21/2 1/2 WARPS

Yo (UPPER D")

12 TRANSOM POST TO BE INCREASED IN LENGTH 15% OVER RULE

IN WAY OF RUDDER CARRIER

UPPER DECK BEAMS 11 1/2 BEAMS AT 22-0 OPENINGS 1 KNEES 24-17 -- 46 5-78 Rivs

2 DECK PLATING ABREAST 22-0 OPENINGS 375 WITHIN LINE OF OPENINGS 34 ENDS 31

20-0 OPENINGS .375

2 DECK BEAMS SPACED 312 9.32.38L KNEES 37 . 28 . 43 11 11 1/2 BEAMS @ 22 OPENINGS . 4 4 BEAMS @ 20 DEENINGS ... " 8 - TORIVS

FOR SCANTLINGS OF BEAMS FOR 4 AFT IN WAY OF INCREASED TWN DE HEIGHT SEE PROFILE & DE PLAN

PROPOSED TO 169 TO 42 AT ENDS KEPT

MAIN FRAMES CARRIED UP IN

PROPOSED TO & 40 TO .35 AT ENDS

PAIRS AT HATCH ENDS

STRINGER ANGLE 6-6x 8 TO

PROPOSED COMBINED SHEERSTRAKE & STRAKE BELOW

DRAFT MO VAS A COMPLETE SUPERSTRUCTURE VESSEL

SIDE PLATING

63 FOR /2 LTH TO 47 AT ENDS

PROPELLER BOSS PLATES . 73

THICKNESS OF SHELL PLATING IN PANTING AREA

PARALLEL TO CENTRE LINE

FRAME SPACING 312 27 FOR! OF 3/5 LTH TO COLLBED 24 IN PEAKS MAIN FRAMES 13/2 ×4 × 54[

" FORWARD OF 12 LTH TO A POINT 15 LT MEASURED FROM FOR PERPENDICULAR 13/2.4.60 C 1 1 FORWARD OF 15/6LTH TO COLLISION BED 15.4.4.162

FORE & AFTER PEAK FRAMES 8.3/2.38 [

TWEEN DECK FRAMES ON EVERY FRAME 6 + 3/2 .- 35 [ SCARPHED 13 . SEE PROFILE FOR SCANTLINGS AT ENDS IN WAY OF INCREASED TWEEN D' HEIGHT MAIN FRAMES IN DEEP TANK IN CONJUNCTION WITH ONE HORIZONTAL GIRDER 12.3/2.45 84 OR 15.4.4 . 42/62 VITHOUT GIRDER

CENTRE GIRDER. 434 x . 54 FOR /2 LT TO 46 AT ENDS

1 4 BOTTOM BARS 5 x 5 x 50 - . 46 DOUBLE THROUGHOUT 11 1 TOP BARS 31/2.31/2x.48 - .44 11 11

" VERTICAL BARS 31/2 . 45 IN WAY OF ENGINE & THRUST SEATING 5 . 5 . 48

FLOORS & BRACKET FLOORS IN DOUBLE BOTTOM .42 FLOORS ON EVERY FRAME IN MACHINERY SPACE, & FORWARD OF 1/2 LTH ELSEWHERE EVERY 3" FRAME FRAMES ON SOLID FLOORS 31/2.31/2.45 6.6.45 SINGLE, FROM 1/2 LT FORWARD TO COLLISION BHD

REVERSE FRAMES ON SOLID FLOORS 3/2 . 3/2 . 45 DOUBLED IN ENGINE ROOM & UNDER THRUST SEATING SIDE GIRDERS IN HOLDS 38 ENGINE ROOM 42 ADDITIONAL SIDE GIRDERS FITTED IN WAY OF ENGINE & THRUST BLOCK SEATING

1 BOTTOM BAR 3/2 x 45 1 TOP BAR 3 x 3 x .45

Double UNDER ENGINE & THRUST BLOCK SEATING " VERTICAL BARS. 3 x 3 x 40 TANK TOP CENTRE STRAKE PROPOSED 78 - 50 TO .44 .52 ENG ROOM . SEAMS DOUBLE RIVETED BUTTS DOUBLE RIVETED.

TANK TOP PLATING -44 - 40 -52 ER SEAMS & BUTTS, DOUBLE, RIVETED PLAN OF ENGINE SEATING TO BE SUBNITTED

MARGIN PLATE 4034x .54 " " ANGLE TO SHELL 3/2.5/2.54

" VERTICALS TO FRAME BET 6 6 -45

1 VERTICALS TO FLOORS 6 × 3/2 × 45 6 FLANGE TO MARGIN DOUBLE 3 + 5 + 45 IN PANTING AREA Double in Panting AREA 5.5 x 45

STERN POST 102 8/2 RUDDER POST 102 8/2 STER BAR 94 x 2/8

DOUBLE BOTTOM Nº IR FEED TANK FOR WATER BALLAST REMAINDER FOR JIL FUEL. FORE & AFTER PEAKS & DEEP TANK FOR WATER BALLAST

No CEILING FITTED ON TANK TOP. PLATING INCREASED . 08 IN WAY OF HATCHWAYS

IN HOLDS 13/2 WIDE & 2 FLANCE WELDED TO UTB & MARGIN OUTSIDE VERTICALS 15- 18 RIVS IN EACH FLANGE

UNDER HATCHES + 08 IN LIEU OF CEILING

15- 18 RIVS 23 IN PANTING AREA INSIDE VERTICALS 15 - 78 RIVS TO MARGIN 8 78 TO FLOR

No CARGO BATTENS TO BE FITTED

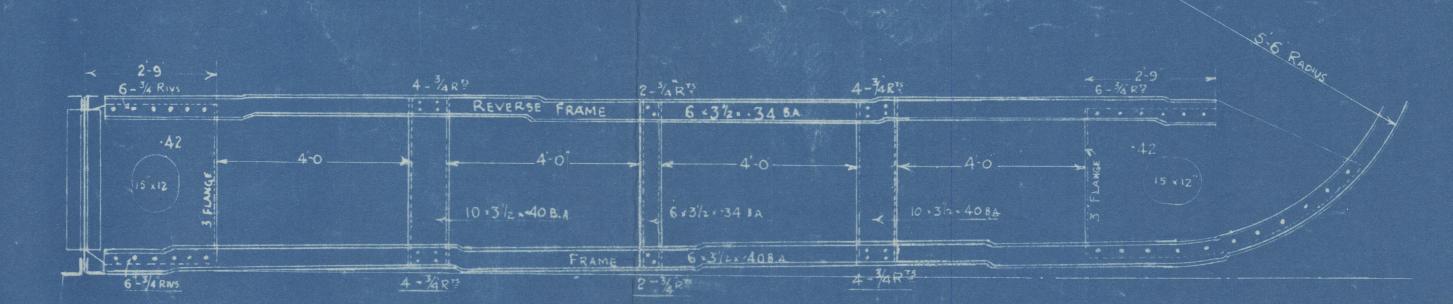
BUT FRAMES PUNCHED FOR CLEATS

BILGE STRAKE -64 FOR 1217 TO SO AT ENDS

KEEL 52' x . 79 FOR 3/5 LTH TO -69 AT ENDS

3/2.3/2×.38

BOTTOM SHELL PLATING . 64 FOR 12 TO . 50 AT ENPS. 3 STRAKES EACH SIDE OF KEEL TO BE 10% IN EXCESS OF & THICKNESS MAINTAINED FROM 1/2 LT FORWARD TO COLLISION BULKHEAD



525. 199 670-1

INTERMEDIATE FLOOR WITH B ANGLE STRUTS

Boiler No. 14853

Drawing No. 25112

GLASOOW REPORT 12 63149

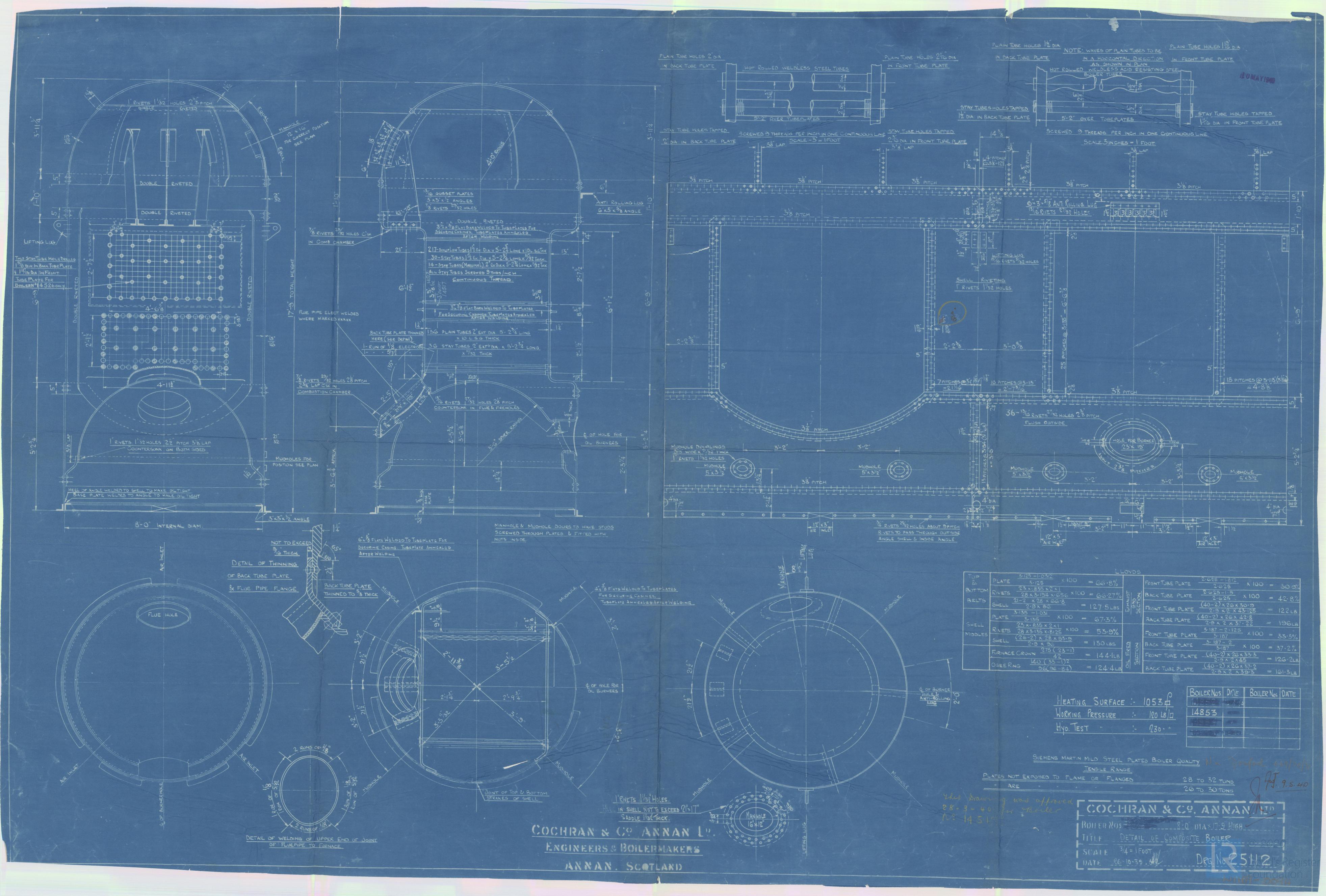
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COCHRAN & CO. ANNAN, LA.

AIR VESSELNO. KIISO-I

Drawing No. 22445

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EMPIRE DANN

WI169 -0093

